

rather favors the theory that no change will be made in the executive officers of the Erie Company. Under all the circumstances, there is no decline in the confidence that Mr. Vanderbilt's interest in the securities of the company will still further advance; the fluctuations and seeming weakness of yesterday and to-day being regarded as only a natural sequel to the late rapid and large advances. A correspondent calls our attention to a clerical error in the statement that the Erie preferred stock is entitled to 7 per cent per annum. It is entitled to 6 per cent, and not to 7 per cent, of the earnings of each year, the amount must be paid, if earned, before the common stock can receive anything.

The coal stocks to-day were prominent in the speculation, and their prices were rapidly advanced, so that Delaware, Lackawanna and Western rose from 71 $\frac{1}{2}$ to 75 $\frac{1}{2}$, Delaware and Hudson from 62 to 65, New-Jersey Central from 62 to 65 $\frac{1}{2}$, and Morris and Essex from 94 $\frac{1}{2}$ to 95 $\frac{1}{2}$. Although the transactions in these stocks were not unusually large, the dealings were marked by much excitement. Later in the day there was a sharp reaction of 4 $\frac{1}{2}$ per cent for Morris and Essex to 17 $\frac{1}{2}$ per cent for Delaware and Hudson. Concerning any progress or prospect of any progress toward an agreement between the companies, there is positively nothing. But it is probable, that so long as the present speculation lasts, there will be a constant report of rumors to the effect that papers have been signed or an agreement has been made.

Whether to-day's advance in the coal stocks was caused by such rumors, or the rumors that were circulated before their origin in the action of speculators, we cannot tell. In the best authority we are able to say that the rumors had no basis in facts. The grainers were all strong and higher, Chicago and Northwest common stock being conspicuous both in the amount of business done and because of its advance from 84 to 86 $\frac{1}{2}$ to 87 $\frac{1}{2}$. There was a slight advance in the stocks for Burlington, Cedar Rapids and Northern to 60. Lake Shore was not active, but its price rose from 94 $\frac{1}{2}$ to 95 $\frac{1}{2}$ to 95 $\frac{1}{2}$, while Michigan Central only fluctuated 1 per cent and in the final sales showed a loss of 2 $\frac{1}{2}$ per cent. The remainder of the list was strong and higher in the early dealings, later losing nearly all of its advances, and at 17 $\frac{1}{2}$ to 18 $\frac{1}{2}$. The Cheapeake and Ohio three classes of stocks were notably strong, recording final gains of 7 $\frac{1}{2}$ to 12 $\frac{1}{2}$ per cent, while the three classes of St. Louis and San Francisco showed losses of from 4 to 1 per cent.

Western Union was dull, the annual report of the company having no effect upon its price, which ranged from 84 $\frac{1}{2}$ to 85 $\frac{1}{2}$ to 86 $\frac{1}{2}$. Pacific Mail recovered 2 $\frac{1}{2}$ to 3 $\frac{1}{2}$, but again sold at 81 $\frac{1}{2}$. The express stocks continued strong, Adams rising 3 to 10 $\frac{1}{2}$, Americans 3 per cent to 3 $\frac{1}{2}$, and United 2 per cent to 3 $\frac{1}{2}$.

The market closed feverish and unsettled.

RATES OF THE STOCK MARKET

As reported by the Gasco and Stock Reporters, morning.

Actual Sales. Closing Sales. Shares Sold.

Name. Open High Low Final Bid Ask'd.

Fleam. Miles. By Lake. Railroads. Total.

Wheat, bush. 1,162,000 128-130 125-127 125-127 200

Corn, bush. 4,000 30-32 30-32 30-32 200

Oats, bush. 1,000 28-30 28-30 28-30 200

Rye, bush. 1,000 28-30 28-30 28-30 200

Total bush. 8,000 30-32 30-32 30-32 200

Total movements for the week ended Oct. 7, 1879:

AT ATLANTIC PORTS—At New York.

Fleam. Miles. By Canal. Railroads. Total.

Wheat, bush. 1,162,000 128-130 125-127 125-127 200

Corn, bush. 4,000 30-32 30-32 30-32 200

Oats, bush. 1,000 28-30 28-30 28-30 200

Rye, bush. 1,000 28-30 28-30 28-30 200

Total bush. 8,000 30-32 30-32 30-32 200

Total movements for the week ended Oct. 7, 1879:

AT CHICAGO AND MILWAUKEE—to-day:

Receipts. Shipments. Chicago. Milwaukee. Chicago. Milwaukee.

Fleam. Miles. By Lake. Railroads. Total.

Wheat, bush. 1,162,000 128-130 125-127 125-127 200

Corn, bush. 4,000 30-32 30-32 30-32 200

Oats, bush. 1,000 28-30 28-30 28-30 200

Rye, bush. 1,000 28-30 28-30 28-30 200

Total bush. 8,000 30-32 30-32 30-32 200

Total movements for the week ended Oct. 7, 1879:

AT BUFFALO:

Receipts. Shipments. Chicago. Milwaukee. Chicago. Milwaukee.

Fleam. Miles. By Lake. Railroads. Total.

Wheat, bush. 1,162,000 128-130 125-127 125-127 200

Corn, bush. 4,000 30-32 30-32 30-32 200

Oats, bush. 1,000 28-30 28-30 28-30 200

Rye, bush. 1,000 28-30 28-30 28-30 200

Total bush. 8,000 30-32 30-32 30-32 200

Total movements for the week ended Oct. 7, 1879:

AT CHICAGO AND MILWAUKEE:

Receipts. Shipments. Chicago. Milwaukee. Chicago. Milwaukee.

Fleam. Miles. By Lake. Railroads. Total.

Wheat, bush. 1,162,000 128-130 125-127 125-127 200

Corn, bush. 4,000 30-32 30-32 30-32 200

Oats, bush. 1,000 28-30 28-30 28-30 200

Rye, bush. 1,000 28-30 28-30 28-30 200

Total bush. 8,000 30-32 30-32 30-32 200

Total movements for the week ended Oct. 7, 1879:

AT TOLEDO—for weeks ended Oct. 4 and years to date:

Receipts for the Week. Receipts for the Year.

1878. 1878. 1878.

Fleam. Miles. By Lake. Railroads. Total.

Wheat, bush. 1,162,000 128-130 125-127 125-127 200

Corn, bush. 4,000 30-32 30-32 30-32 200

Oats, bush. 1,000 28-30 28-30 28-30 200

Rye, bush. 1,000 28-30 28-30 28-30 200

Total bush. 8,000 30-32 30-32 30-32 200

Total movements for the week ended Oct. 7, 1879:

AT BOSTON STOCKS:

Yesterday. Today.

Alpha. 17. 17. Independence.

Alpha. 17. 17. Eastern Railroad.

A. & T. H. R. 12. 12. Northern Pacific.

A. & T. H. R. 12. 12. New York & New Haven.

B. & L. V. R. 12. 12. Boston & Albany.

B. & L. V. R. 12. 12. St. Louis.

B. & L. V. R. 12. 12. St. Paul.

B. & L. V. R. 12. 12. Chicago & Milwaukee.

B. & L. V. R. 12. 12. Toledo.

B. & L. V. R. 12. 12. Cincinnati.

B. & L. V. R. 12. 12. St. Louis.

B. & L. V. R. 12. 12. St. Paul.

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